Chita. Until a few years ago there were only two sugar factories in Voroshilov (Ussuri-Khanka Area) to supply the sugar needs. The largest of the two could process up to 1,400 tons of sugar /180/ beets a day. In order to supply Chita Oblast and the Buryat-Mongol ASSR, the cultivation of sugar beets has been begun there since 1943, and a sugar factory has been built in Bichura in the Buryat-Mongol ASSR. Another such factory is supposed to be built in Chita. The extraction of plant oils is done primarily by two large oil mills in addition to numerous small installations which are part of agricultural establishments. One of these large oil mills is in Blagoveshchensk, where primarily sunflower seeds are processed; the second of these large oil mills is in Voroshilov. It specializes in the processing of soy beans and perilla seeds.

/181/ TRANSPORTATION

General Significance of the Transportation Situation

The pressure (to have access) to the sea was the real reason for the unrelenting march of the Russians to the Pacific. The unfavorable situation of the Sea of Okhotsk caused them to turn to the south, where the mouth of the Amur awakened hopes in them. With obstinate patience they endured one and a half centuries until this goal, too, was attained. Their hopes, however, were disappointed. Nikolayevsk at the mouth of the Amur did not prove itself to be a suitable harbor and open door to the Pacific. In Vladivostok a more favorable place and an excellent harbor was found, but it developed slowly because the immediate hinterland was still not developed and the route from Siberia through Russia's own territory via Khabarovsk was too far. Thus, by virtue of a treaty with China, the "Chinese East Railroad," as the Russians call the north Manchurian railroad, was laid as a straight line crossing through Manchuria, even before the Amur railroad was built. With this the way to Vladivostok was shortened by about 1,000 kilometers. The north Manchurian railroad was completed in 1904; the Amur railroad, on the other hand, was completed only in 1916. The harbor in Vladivostok, however, is closed by ice for an average of 110 days, and during this period must be kept open by ice-breakers. So the glance of the Russians shifted to the south and rested in the harbor of Dal'nyy, "the far away," which was later renamed Dairen by the Japanese. From Harbin the Russians laid a railroad to Dal'nyy and laid out Port Arthur to protect the naval port. The route from Harbin

489 to Dal'nyy was, to be sure, 325 kilometers longer than the route to Vladivostok, but the ice barrier in Dal'nyy was scarcely noticeable, 648 and a second access to the Pacific was attained. In the Russo-Japanese War, to be sure, this southern position was lost, and in 1935 the north Manchurian railroad, too, was lost through forced sale. However, the outcome of World War II brought all these positions again into the hands of the Soviet Union, who restored the earlier situation by new treaties, and who thereby shows that she will pursue again the old path of the Czars. And the day is no longer far off when a railroad will lead from Ulan-Ude in Transbaykal via Ulan Bator (Urga) to Peking and Tientsin. As she did in the case of the Manchurian route, the Soviet Union can, on the basis of treaties, create another way out, which, going from Ulan-Ude directly to the sea, is more than 500 kilometers shorter than the route to Vladivostok. Only the middle piece is still missing.

/182/ As a result of this transportation situation, the Soviet 648 Union exercises extensive influence on the neighboring regions. When the north Manchurian railroad was built from 1897 to 1904, northern Manchuria was extremely lightly populated. Harbin, at that time a small fishing village, already had a population of 470,000 by 1938. With the growing settlement of the land the influence of the Russians also grew, working through the railroad lines which were the nerve centers of life and of the economy. The influence of the Russians was especially great in northern Manchuria which was principally settled after the construction of the railroad; and even the Japanese were not able to eliminate this influence in the period from 1931 to 1945. It can be assumed to be obvious that this influence will begin to grow anew since the main economic channels again have received Russian blood. In this growth of influence, the limits are not in sight. In this the fact that Manchuria is surrounded geographically in the east by the Ussuri county, which in Vladivostok has the closest world harbor for northern Manchuria, is of just as great significance as the fact that northern Manchuria is surrounded on the west by the Mongolian People's Republic. And here Transbaykal plays a particular role. It represents not only a natural continuation of the Mongolian landscape; but also the Buryat Mongols are the closest relatives of the Khalkha Mongols, and, under Russian and Soviet Russian rule, the Buryat Mongols culturally and economically have attained a great jump ahead of their brothers on the other side of the border. From this an influence which will have an effect over the border can be explained as perfectly natural,

without any additional reasons. It must also be assumed as obvious that Buryat-Mongol relationships in the Soviet Union served as a model in the formation of the Mongolian People's Republic and its organization into a state, and also that thereby the influence of the Soviet Union has grown far beyond its political borders.

Land Transportation

Transportation acquires a striking importance with the size of the area. The development has shown that the transportation installations were not created because there was a necessity based on the economy of the region itself, but rather that the transportation-political standpoint of the entire state was decisive for the various transportation installations. The Amur railroad and also the Ussuri railroad were for their part built through regions which were often completely uninhabited or settled only extremely slightly. Only with the construction and after the completion of these railroad lines did people stream in in larger numbers, and accordingly the railroads became pacemakers for the colonization and development of the economy. Even today it is still so. Connection with the transportation system is the necessary condition for winning new settlement areas and for exploiting the rich natural resources of this vast land.

With the slight density of population, transportation installations, such as for example the railroads, which required a great expenditure of capital and labor, often /183/ prove themselves to be unsupportable economically, unless these installations correspond to another, higher point of view, or are built for the future in a far-sighted fashion. In both cases it is up to the power and the enterprising spirit of a great state organism to carry out mighty tasks of this type. That was the case with the old Russia and it is also the case with the Soviet Union. At any rate the slightness of the railroad network goes back to these reasons. In contrast to these, however, the transportation installations, whose introduction required only slight outlays of money, are much better developed. To this category belongs water transportation, whose present state, according to the judgment of Soviet specialists, exceeds even that of the European part of the USSR. Also in this category is air transportation.

The railroads are the main bearers of the traffic. The eastern part of the Trans-Siberian Railroad constitutes the main vein. It runs from Lake Baykal via Ulan-Ude and Chita across Transbaykal, and then,

509 and Vladivostok. An important line leads from Ulan-Ude to Ulan Bator in the Mongolian People's Republic with a stop en route in Kyakhta. Khabarovsk can be named as the special center of air transport. From here the air lines go the north. Regular flights are made to Komsomol'sk, Okha and Aleksandrovsk on Sakhalin, then to Ayan, Okhotsk, Petropavlovsk on Kamchatka, and Anadyr' in the extreme northeast. However, the air transportation also performs purely economic tasks. Thus regular flights are made to the gold fields on the upper Barguzin from Ulan-Ude and to the gold regions on the upper Vitim (Tsipikan) from Chita. Also the polar stations along the coast of the Arctic Ocean are supplied by airway. Beyond the regular lines, occasional flights are also made into the remotest regions. In the summer seaplanes are also used; they fly along the great rivers and can go down on the water at all times and everywhere. In winter, on the other hand, airplanes are used which are equipped with gliders /Gleitscheinen/ which enable the planes to land on slick ice and snow surfaces.

/195/ Tranportation of the North

489 The vastness and the slight population of the entire vast north has made it unnecessary to build routes apart from some few overland roads; and accordingly the entire area can be designated as without routes of any kind. Traffic here is accomplished within moderate limits on natural routes through the forests, on narrow paths through the mountains, and in the open tundra areas via the open plains. As a consequence of the great dampness and the heavy formation of swamps, all forms of land transportation cease in summer in many places, and transportation is then limited to boat traffic on the rivers, which during this season offer the best means of transportation. Many localities are often cut off from the outside world for weeks and months. The transportation of goods is completed primarily in the winter, which constitutes the main traffic period for the entire north. These pathless regions begin already in the northern part of the Amur region, and in the Amgun area even reach the Amur itself. Characteristic [493] for these regions is the sled as the main means of transportation, while the characteristic draught animal is the reindeer or dog, or less commonly the horse. These are means of transportation such as have been developed by the native Tungus and Paleoasiatics; and they have to be used also by the Russians for trips and for the transport of goods, because in the present state of development there are just no other possibilities for transportation.

In mountain areas where only narrow, often steep paths are available, the beast of burden shows his real value. Only the horse is used as such; the reindeer is used very rarely since it has a backbone that is too weak and is not suitable as a draft animal. The reindeer is very rarely used as a riding animal and then only by the Lamut. The saddle is up in front on the reindeer; thus the rider sits directly over the reindeer's front legs. 492

Recently the horse has been adopted more and more on Kamchatka and also on the coast of the Sea of Okhotsk, and here and there it has already displaced the dog as the draft animal.

In summer, traffic in the entire north goes into the land from the coastal localities to which the coastal steamers make runs. The distances, therefore, are not so great, and the rivers make possible a further penetration into the interior. 489.

The Kolyma has acquired a special significance in this connection; it is regularly traveled every summer to supply the gold districts. To be sure, the period when the river is navigable lasts only approximately three months. If, however, the entire coastal strip is covered with ice in winter and entire sections of the sea become ice wastelands, then the old means of transportation--dog sleds and reindeer sleds--still come into their right even today.

Sea Transportation and Ice Conditions along the Coast

The extensive coasts of the Far Eastern regions are above all designed for sea transportation. This applies primarily to the entire coast north of the mouth of the Amur; the localities along this coast have only a very slight economic hinterland behind them or no such hinterland at all, and, therefore, in their development, indeed in part even in their obtaining supplies, these localities have been dependent on the sea route alone, which for most of them signifies the sole connection with the outside world. But the coastal localities of the Sikhote-Alin', too, have no built-up and easily passable land routes over the mountains to the thickly populated Ussuri-Khanka depression, and, accordingly, an exchange of goods for these localities is likewise only possible by the sea route. With /198/ this striking importance of sea transportation it is understandable that the Soviet Union has striven with all its powers to build up and to develop sea transportation. Unfortunately, as has already been brought out in the discussion of the climatic conditions, nature is not favorable to sea transportation on 505

The wealth of natural resources is, however, of far greater 135
significance for the economic development of the future.* In this 489.
connection the non-ferrous metals in addition to iron ore should be mentioned primarily. The still insufficient connection with the transportation network, however, offers the greatest handicap to the exploitation of the natural resources. Apart from the railroad line which runs from Karymskoye to Otpor to Manchuria, there are only land routes available. Even the very important zinc-lead mines in Khapcheranga, in Mangut, and on the Sokhondo can be reached from the Ulstuy station, west of Karymskoye, only by a built-up land route which is around 320 kilometers long. And by the same route, too, the produce of the mines must be brought to the railroad line on trucks. Because of the smaller differences in height the land route along the Onon valley to the Olovyannaya station has recently been used in perference to the above-mentioned route, which crosses more mountain ridges. Also the regions in the angle between the Manchurian side branch of the railroad and the Argun can only be reached by built-up land routes and truck transportation. Borzya on the railroad line appears to be 361
developing here into the traffic center. Toward the east a narrow-gauge railroad leads to the /229/ non-ferrous metal mines of the Argun district, and toward the southwest a similar line leads to Choybalsan in the Mongolian People's Republic. The city itself, located in the middle of the Argun steppe which is rich in livestock, has a large meat plant. In addition to Borzya there should also be mentioned on the Manchurian branch of the railroad the city of Olovyannaya, which has already been mentioned several times and which is known for its tin works. The bulk of the other localities have already been listed in the discussion of the natural resources.

*[i.e. of the Aginsk steppe -- Analyst]

The Vitim Plateau and the Northern Forested Mountain Provinces

To the north of the Yablonovyy Ridge, spreading east of the 133
Ikatskiy Mountain Range, is the Vitim Plateau, which is adjoined on the north by a series of mountain ridges. The entire region represents a forest mountain range landscape, which climatically is very raw and which makes it very difficult for man to make his way here. Agriculture disappears almost entirely here or is limited to small islands which are scattered sporadically. Only Tungus hunters and reindeer breeders in small numbers traverse the thick taiga and pass a laborious life . However, these wastelands conceal extraordinarily rich gold 316
streams, which are diffused especially in the central part of the Vitim Plateau and which have brought into being active gold

The harbor has in very recent times been expanded and provided with modern loading equipment. Since the Tatar Sound is very shallow, this equipment had to be moved very far out into the sea. To be mentioned in second place is Okha (approximately 25,000 inhabitants), the most important center of the oil region on the northeastern coast. During the last war the city got a sea harbor of its own, which is supposed to be usable throughout the entire year. South of Okha lies Ekhabi, which has often been mentioned recently for its rising oil production. A railroad and an oil pipe lead from Okha to the oil harbor of Moskal'vo, which lies on the eastern side of Baykal Bay in the northern part of the island. Furthermore, in the past few years there have been established along the coast numerous, permanently inhabited fishing bases, which give life to the entire picture along the coastal strip. The largest part of the interior is still untouched and given over even today to the native population and their primitive economy.

In southern Sakhalin (Karafuto), which was formerly Japanese, the natural landscapes continue as they have already been generally described. The western mountain range, which here has heights of up to 1,375 meters, forms the backbone and stretches to the south beyond the 46th latitude, while the eastern mountain range already ends north of the 49th /282/ latitude. The Poronay Valley ends even before that after it has spread out to a width of 30 kilometers.

As in northern Sakhalin, so here, too, the largest part of the land is covered with primeval forests, which consist of the same type of trees as in the north, only here the percentage of deciduous trees is larger and increases especially on the lower slopes and last spurs of the western mountain range. Even though the climatic conditions became somewhat milder with the southern location, tundra-like moss steppes appear here also. Reindeer breeding is still pursued today by the native population, the Orok and the Tungus.

The population of southern Sakhalin was 332,000 in 1936 and 412,000 in 1940; the increase can be traced for the most part to immigration from Japan. Of the old, native peoples scarcely 2,000 existed; of these the Ainu, who number 1,500, constitute the main part. The rest is divided among Gilyak, Orok, and other Tungus tribes.

The economic importance of southern Sakhalin lies in the wood supply of its forests, in its coal deposits, and in the wealth of fish in the waters near the coast. The Japanese have done much for the economic development of the land and also have attained much. Above all they are to be thanked for the opening up of the land through

489 means of transportation. They have built 653.2 kilometers of rail-
road lines, and in addition they have improved the land roads, too,
so that they can be traveled regularly by buses. However, this opening
up to traffic has generally been limited to the regions near the coast
and to the most southerly part of the island, while the greatest part of
the interior, as in northern Sakhalin, remained left to itself. Now the
316 most important coal deposits also lie not far from the coast, and the
Japanese succeeded in bringing production in a large number of mines
up to approximately two million tons by the beginning of the last war.
Of this 500,000 tons could be exported to Japan. The remainder was
used in Sakhalin, above all in the wood industry, which had been
289 developed on a large scale by the Japanese. Since 1929 the Japanese
had gone about, in a planned fashion, the building up of a cellulose
and paper industry in southern Sakhalin, in order to be able to supply
their home economy with these products. At the end, just before the
outbreak of war, there were eleven large cellulose and paper factories
in the country, and their production constituted almost 90 percent of
the industrial production of southern Sakhalin. The share of these
factories in the total production of Karafuto was around 60 percent.
313 In addition, southern Sakhalin delivered large quantities of wood as
224 cut wood and raw lumber. Southern Sakhalin was also very important
to Japan as a base for fishing, which produced rich surpluses. However,
in one thing the Japanese did not succeed: the securing of food for
the population from the island itself. In this particular Sakhalin was
an importing region, although the Japanese made every effort to ex-
pand agriculture and the breeding of livestock.

433 /283/ After the evacuation of the Japanese and the taking over
of southern Sakhalin by the Soviet Union, the Soviet Union has striven
to fill the land with people and to get the economy's production going
again. On this there are numerous reports, which tell especially of
the founding of kolkhoz and sovkhoz. In addition there are constant
reports on the establishment of fishing stations and of fish-processing
central stations, but there are only a very few reports on the taking
over of coal mines and of getting them into production. There is
little information on the installations of the wood industry, although
it is to be assumed that the Soviet Union has above all laid value on
getting the industrial plants into production, and apparently, too,
everything has been done so that these plants could take up their pro-
duction again.